The Greenville Enterprise Is the Largest Newspaper, and Enjoys the Most Extensive Circulation of any Paper Published in the City Greenville.

Removat.

We have removed the En erprise Office to the rooms over the store of Messrs. Sullivan & Son, and opposite the Mausion House, entrance on Main Street, next below Drs. Harrison & Marshall's Drug-

Our Carriage and Wagon Manufactory-One of the Best in the South.

Probably our people here in Greenville do not reflect sufficiently upon the advantage they enjoy in having in their milat one of the best Carriage and Wagon Manufac tories in the Southern Country. Such is the fact, in the establishment of Mesers. GOWER, Cox & MARKLEY, and we know we will interest the public by giving them a

short statement of its history. Over thirty five years ago, in the spring of 1884, Mr. THOMAS M. Cux, a native of continued alone for several years. He then was joined by Mr. JOHN MARKLEY, Sen., (the venerable father of Mesers, HENRY C. and THOS. C. MARKLEY, two of the present proprietors,) who also conducted the establish ment for a number of years. Greenville at that time, although a small place, gave evidences of importance and had begun thus early to attract men of enterprise and on Making business increasing, Mesers E. N. and T. C. Gowen, gentlemen of great practical knowledge and managing tact, from the North, were associated with Mes are. Cox & MARKLEY. The time covering maybe a dozen years succeeding this, this establishment went forward with a prosper ity and increase of work, that was quite gratifying to its proprietors, and in the building up of which began to show its effect upon the future of the town. They not only found it profitable in a finan. cial way, but began to build up a reputation that was quite enviable; for, we believe, it was then the largest of the kind in the upper part of the State. Mesers, HEN RY C, and THOMAS C. MARKIEY, sous of one of the founders of the original firm, were subsequently made copartners. From that time to the breaking out of the war, their history was a series of annual successes, as every department of the factory was con dueted with a system of rigorous manage ment that was a model for completeness and officiency. Under such control, turning out work known and acknowledged for its superiority, their trade increased rapidly and

per annum During the time of hostilities, little of nothing was done in the way of advance ment. Two or more of the proprietors were in the service. All of the work on hand when the war opened, amounting we believe to some \$30,000 or \$40,000, was taken by the Confederacy, for which they Drawing. received noth ng. In addition to this, a years 1863, 1864 and the early part of Horse. 1865, war material, for which they likewise received nothing.

steadily, until the commencement of the

war, when it had reached nearly \$100,000

When the war closed, being prostrated in the States south of Delaware.

The concern is now conducted with an outlay of near \$75,000, and employ over seventy tained by this truly valuable establishment .-

They continually manufacture Buggies, Bockaways and light four-seat vehicles, of all kinds, both plain and elegant, and get up to order any style desirable. Their carriage repository is a place of interest, and those visiting it, are pleased and delighted. They also manufacture iron axle plantation Wagons, for which they are specially noted in this State, Georgia and Florida; in this class of vehicles they excel all other makers. A recent visit over their premises, fully confirms in our opinion their claims of workmanship. Another feature in this establishment. They keep always on band large supplies of materi al, such as spokes, hubs and lumber, vasstores of which is half-prepared; part of this is from eight to ten years old, therefore well seasoned and superior. We think we have heard one of the proprietors value the contents of the lumber shed at from \$7,000 to \$8,000. After following us, our readers will see that

we are sustained by facts in highly valuing the manufactory of Mesers, Gowen, Cox & MARKLEY; and we would have the public here to estimate them accordingly, not only for what they contribute to the prosperity of our young and growing City, or their success as men, but also for their worth as gentlemen.

Agricultural and Mechanical Society of

South Carolina. The above Society gave their second apnual exhibition in Columbia, commencing on the 9th inst. From what we learn through the Phaniz and from individuals, this exhi bition was equally successfull with that of last year. The attendance was large, and the number of articles on exhibition was numerous. In the published list, we see that nearly five handred premiums have been awarded, under the several depart- will be conducted by Rev. A. B. STEPHENS, in

We are glad to see our people building up the State, which they certainly do whenever they contribute to or attend their State and County fairs.

Sale of Real Estate.

LIAMS, deceased, containing 14 acres, sold by order of the Judge of Probate on sales day last, was purchased by G. R. CALOWELL, for \$1,116. wind ready A Distribute

the temptation and opportunity for Whilst we have freely acquitted all the Managers and Commissioners in Green-ville of all defires in the recent election, the same cannot be said of those of some other Counties in the State. The manages ought to be appointed in the old way; and, in our opinion, in addition to the changes suggested by the Republican, the time ought to be shortened ... on the departure of the train on Tuesday Say commence voting at & A. M., and close at | morning. 5 P. M., and then each box to be counted publicly, as suggested. Registration, previous to the election, ought also to be required, and other amendments, which peed not be specified, all of which, if the Legislature desires

honesty and fairness, will be enacted. We append the remarks of the Republica After noticing and denying some statement of the Courier, that paper says:

"But there was gross fraud in some parts of the State. And in the election law lies the possibility of frauds ten times as great as any committed at the recent election—such, in fact, as would render an election actually and

truly a costly farce.
"Therefore we urge the immediate amendment or repeal of the law. Not a single election, even to fill a vacancy, should be held underst. zam nimigen

"The first and essential change is in the time and manner of the count. The count should be commenced on the spot immediately after the polls are closed, and should be publiciy made, and the result publicly declared. The ballots should then be put back into the boxes-the boxes sealed-and the boxes, the poll books, and the declared result immediate ly transmitted to the County Commissioners or Canvassers. The boxes should then be properly guarded until a new and complete count is made.

count is made.

"With this and other amendments we can be perfectly sure of a fair election, and in no other way. To a fair election both parties and all the people are entitled. Without it Republicanism is no better than tyranny—in fact is a despicable tyranny."

Greenville and the State Fair, and Abbeville Fair.

In the list of articles on exhibition and in In the list of articles on exhibition and in the people are entitled. Without it for Abbeville Fair.

Montague, the faithful colored stewardess: Minerva Parr, a colored woman, formerly reading in Fairfield.
Fatally injured—Stephen Smith, of Newberry: Hutson Lomax, colored Selistor from Abbeville. Seriously injured—A Barnes, of this city, express messenger: Conductor G. E. Issaes; Col. James Hagood; Miss M. Joy, of Newberry; Major Lod., Hill.

A great many were elightly injured—few of those on board escaping without cut or bruise. It was truly providential that so few lives were lost. business character. The Carriage and Wag- Republicanism is no better than tyranny-in

warding of premiums, we see that Green ville was represented in the recent State Fair in Columbia, and that well, too, although not to the extent she might have been, and we would have been pleased to have had her.

Messrs. Gower, Cox & MARKLEY, of our City, received a premium for best Farm Cart; also medal for Single Buggy.

Miss MAMIE GOWER, one of our most accomplished young ladies, received a premium for a Group of Drawings.

Miss M. A. McKay received a premium for three pairs Infant's Socks.

Mrs. M. S. GILLAM received premiums each for Netting, second best Butter, Jar Quince Preserves, and best bushel Buckwheat. W. P. Passmore received a premium for

Sorghum Sugar. David McCullough received premium for fastest Trotting Horse.'

ABBEVILLE PAIR. The following were also awarded premium

at the Abbeville Fair, exhibitors from Green-Gower, Cox & Markley, for best Buggy

with Top. Gower, Cox & Markley for best Buggy with out Top.

Gower, Cox & Markley, for best Four Horse Wagon. Gower, Cox & Markley, for best Two-Horse

Miss Mamie Gower, best Monochromatic Miss Mamie Gower, best Crayon Drawing. David McCullough, best single Harness

Favors from Friends. We have received from Maj. W. A. C. and largely in debt, they felt much embar- Docestr two very large Florida Yam sweet rased. But an indomitable energy has potatoes, specimens of his crop. He has al restored the factory since those gloomy days | so left at our office, a stalk of Sea Island of 1865, and its conductors, by unremitting Cotton, grown on his farm, the lint of industry, have replaced themselves in the which exhibits superior fineness as well as front rank of manufacturing establishmens being great deal whiter than the short sta-

WM. GOLDSMITH, Esq., favors us with Cabhage that weighed twelve pounds, the persons; these, with their families, are sus- heart was superior. The same clever getleman sent ws at the same time two very large The demand for their vehicles was so great Turnips-one a Ruta Baga, and the other a last year that they were more than fifty orders Purple Top. It is seldom that we get to lay our eyes on three such noble produc-

Improving.

Our estimable towns-lady, Mrs. T. C. Gowes who was on the ears last Thursday when the frightful accident occurred and who sustained painful though not serious injuries, is improving. We trust she will soon be entirely well, non 700 ست **، داند. ماند**اد. ۱

The Abbeville Banner of the 11th instant, thas notices Messrs. Gower. Cox & Markley's

THE Greenville Coach and Wagon Manufactory of Messts, Gower, Cox & Markley was well represented at our Fair last weekand took premiums for their buggies and double seated buggy with pole and shafts, fine open buggy, \$185; and one plain buggy to suit the times, \$130. This establishment having been operation for thirtyfive years and having deservedly earned and sustained a high character for their work and fair dealing, will no doubt receive an increase to the very liberal patronage heretofore ex tended to them. Their wagons are too well and favorably known to require com-

We are glad to learn that they have taken stock in our Society and trust that they will continue their contributions.

> drad -----Religious Notice.

We are authorized to say that on next Sab bath, the survices in the Methodist Chu ch the morning, and by Rev. I. C. Caise, at

KING'S MOUNTAIN RAILROAD,-A meeting of the stockholders of this road was held at Yorkville, on Thursday, the 3d instant at which the following officers were elect-The haurs and lot located in this City. ed. President, Gen. E. M. Laws; Directors, belonging to the Estate of HENRY R. Will. John H. Adams, W. B Wilson, Wm. John ston, J. L Clark, John S. Ryan.

> Dr. Bourg with preach in the Preaby. terian Chusch on Sonday next, ....

ast 10th 10 of 12 miles but such has not proved to be the case, but the Mansien House, that Col James Hagoon has since died of his wounds. The intelli-

The full particulars of this most distress ng affair, will he found below, copied from

the Columbia Phanix;
From Phanix of Friday. Terrible Railroad Accident-Several Live Lost-Care Smashed, etc -The down passenger train over the Greenville and Colum bia Railroad met with a terrible accident vesterday, (Thursiay,) about 2 o'clock twelve miles above Columbia and two mile twelve miles above Columbia and two miles from Cedar Creek, by the breaking down of a treatle. The locomorive passed over safely, but the baggage, second class and two passesser cars were precipitated to the ground—a distance of fully twenty five feet. One passenger car remained on the track, and another was upheld by the wreek of those in the chasm. The crash was trrible and the injury to life and limb truly intelligence, and as soon as possible a train was despatched to the scene of disaster, President Rush and Superintendent More accompanying it. About 12 o'clock last night the relief train returned, and a heart rending sight it presented dead and wounded lying in close proximity. The following is a list of the killed, as well as

those who were seriously injured:

Killed—Mrs Fogartie, of Charleston who
was on her way from Anderson with her
tumity: Charles Joy, of Newherry; Grace
Montague, the faithful colored stewardess;

few lives were lost,
The trestle was considered perfectly sate having been examined but a few days ago It was more than 100 feet in length. Su perintendent More remained at the break to push forward the re-erection of the trestle. President Bush and his officers did everything in their power to amelicrate the sufferings of the wounded.

From Phanix of Sunday.

CONDITION OF THE WOUNDED. The wounded individuals are doing a well as could be expected. Mr. Iranes' wounds are severe, but are not considered dangerous. Senator Lomax and Mr. Smith are still alive, but little hopes are expressed of their recovery. Colonel Hagood is still alive. His head was terribly crushed -John R. Trapp, a mail agent, (recently employed in the post office.) had his leg ampu tated yesterday. Mr. Barnes is improving His face was badly cut. Further investiga tion into the cause of the accident shows that one wheel of the express car brokethus throwing the car off the track-the trestle gave way and the other cars fell through. The trains are running as u-us, passengers being transferred at the break James A. Hoyt, Esq., of Anderson-who was on board the unfortunate train-gives

the following information: The accident occurred at Cedar Creek trestle, in 200 yards of the bridge over Ce. dar Creek, at half past 3 o'clock P. M. The gine passed over safely, and when the weight of the entire train was upon the trestle, that structure gave way, and pre cipitated the baggage car, second class passenger car and the foremost parsenger coach nto the chasm. The second passenger coach, occupied chiefly by ladies and their attendants, was perforce thrown into the wreck, and those in the front part of it were buried beneath the rubbish. The sufferers by the accident were mostly in the second class car and the foremost passenger car, although four or five persons were injured in the ladies coach.

The engineer had slacked up to cross over he bridge, and was just beginning to inrease the rate of speed when the crash ame. But for this fact, the loss of life and limb would have been fearfully increased, as the train had been running at fifteen miles an hope, and was behind time. In less time than it takes to record it there was a scene of indescribable suffering and agony. Anxious, inquiring faces among the fortunate, and shricks for help among the drain, wounded, revealed a terrible scene. Those who escaped injury were at once rescued from the debris, and the work began of extricating the dead and wounded. The meawere cool and calm in the discharge of their duty, and the women behaved nobly Every assistance was almost instant y rendered to the sufferers, and all united in the utmost exertions to alleviate the pangs of the maimed and dying,

Dr. O. B Mayer, of Newberry, was the wagons. They had on exibitation four only physician on board, and actively enbuggies and two wagons; one very fine gaged his valuable services for the relief of those most in need. He was without price \$225; one fine top buggy, \$250; one means, however, as there were no remedial appliances at hand, and there was no dwelling in the immediate neighborhood. The accident might have occurred at any time, as the trestle was positively dangerons, according to the judgment of wellinformed persons whose attention had been previously called to it. The train would not have been as heavy as many freight trains passing almost daily. About one hundred and twenty persons were on board the train, and it is miraculent that so fer were wounded or killed. None realized the danger until all was over, and there never was such a fearful scene perhaps in which the participants acted so deliberate. ly and with such apparent presence of mind. The chasm was not over twenty feet deep, nor more than forty wide, and ine in this world, of manimoth proportions .to this space was ushered a mass of human These phosphate beds are of great valuebeings, covered by the falling timbers and particles of the breaking cars.

M-sengers were disputched to Colin at once, and walked the entire distance, o'clock the welcome wound of the whistle annionce! the news to the eager watchers that relief was at band,

We are called upon, this morning, to

cord the death of two more of the victim of the railroad accident of Thursday last—
Mr. Stephen H. Smith, of Newberry, and
Senator Louis, of Abbeville. John R.
Trapp, the folored mediagent, is in a precarious situation. Mesers. Issaes; Barnes
and Hagond are improving. Corone Coeman has held an inquest on the bodies of
Mrs. Fogartie, Minerva Batesman, Grace
Montangue, H. J. Lomax and Stephen H.
Smith, and the jury retarned a verdiet that
they came to their deaths from injuries received by an accident of Thursday last—
Agriculture is a allm way of making money
now, and is a locing beaures, unless man
agriculture.

The city is not progressing with the rapidity it might. People here have much to
learn of economy of time and labor. The
old habits of luxury and indolence continue
to a large extent. The cloud of politics
and many here suffer
with constant sightmare because Scott is
elected.

The remedy for all our troubles is in Athey same to their deaths from injuries received by an accident which occurred on the
Grienville and Columbia Railroad on the
sustained will right many a wrong; and energy and enterprise turnish much capital.

From Phanix of Tuesday.

On Sunday morning last, we paid a visit to the scene of the recent fatal disaster on the Greenville & Columbia Railroad; and after a careful examination, in company with several experienced railroad men, use connected with the company, we were forced to the conclusion that the accident resulted from the breaking of a wheel on the tender; and that the company is not in the least blameable. As the broken tender fell upon the treatle it caught in the crossties, dragged and emashed the timbers, and the cars crowding forward, the whole structure gave way with a sudden erash, precipitating a stock car (loaded with nine teen head of cattle,) baggage and express ear, second class and first class passenger cars into the chasm. The forward truck of one of the new first class coaches went the most crocked, badly constructed cities over, and the end of the car stuck into the ground; but owing to its great strength, it was only partially broken, and remained wedged, preventing the rear passenger car from going over, and thus, doubtless, saving the lives of many of the passengers. The sudden jerk threw the locomotive off the track just beyond the trestle. Passengers on board state that the train was running at the ordinary speed, before reaching the trestle, and they feel positive, that speed was decreased. The wood with which the trestle was built, was examined and found in good order, and all, with the exception of the broken timbers, were used in re erect ing the structure, though they have on hand large quantities of material, as the entire road is being overhauled. The trestle was over 100 feet in length and about 25 feet high in the centre. It had been overhauled last year, and new timbers pot in where was deemen necessary. The proof of its strength was the safe passage of the loco motive-the heaviest portion of the trainacross the treatle, and it was only thrown off by the jar or concussion of the falling train. An old car belonging to the South Carolina Railroad was smashed into thousands of pieces. The damage has been repaired, and trains now run straight through without detention. There was actually no interruption to passage, as there wa s transfer at the break. The officers of the road have been unremitting in their attentions to the injured.

The Usury Question. We have recently stated objections and ome reasons for restoring the old laws of this State against usury. A repeal of the act of 1866 is imperatively demanded, in our humble opinion; and we rejo'ce to know that many of the newly elected memners of the Legislature are for going back to he old system, which still prevails in neary every single State of the Union.

The unlimited right to charge and en orce any amount of interest, is injurious to the prosperity of the State. It prevents the use of money in productive employments, and keeps up a feverish desire for procuring high rates of interest, which only those engaged in mere speculation, or persons in desperate circumstances, will engage to pay. Instead of circulating money free. ly, under the present laws, it is hoarded. more than ever, whiting chances for high interest. Restore the old law and things would brighten at once. As soon as the hope of chances for extravagant interest are extinguished, money would be loaned freely o safe hands for investments in productive industry, or expended in manufacturing en erprises, the purchase of lands, agricultural improvements, &c., &c. The repeal of the usury laws has brought no capital into the State, as was expected. What we want is confidence. More capital would be brought into the State and circulated under the old system than under the new. Capitalists are justly afraid to trust a people who are willing to give extravagant rates of interest. Speculation does not enrich the State, neither does the payment of high in terest do it-it only transfers money from one to another-and if the capital belongs to persons out of the State, it is a serious

We have reason to believe that our Greenville delegation will favor a repeal of the act of 1866. We had the ratisfaction of learning from new members of the Legislature of other counties that they will vote for its repeal. We can speak emphatically of Anderson, and must believe that the feeling is general. Every sriend of the productive industry of the State will favor re peal, in our judgment. Experience has shown that there oughs not to be two opinlone on the subject.

Charleston Correspondence of Green-

ville Enterprise. CHARLESTON, S. C., November 9th. Messrs, Editors-The Fair here has not drawn as great a crowd as was expected. and has had noly moderate success.

The collections of horses, cattle, bogs poultry was not very large, nor extra fine. There were many ploughs and harrows, and other agricultural implements, of great interest and value.

There was also much handiwork of the ladies-much from the stores in the city. I thought the phosphate bones and teeth and the like, far the most interesting,-There can be no doubt that at some time animals, both land and marine, have lived better than gold mines. There is, however very little enterprise or espital in the city, and most of the companies are Northern, and the capital Northern, and the profits about (welve miles. A train went to the rev | Northern. The raw material is taken, to a lief of the sufferers, as stated yesterday, as great extent, Sorth, and worked up there. soon so it could be got ready, and at II The main profit is in its manufacture, the same as in cotton. We raise cotton with great labor; sell the raw material for very little, and buy the manufactured goods at a high price. Nothing will build up a counrs try but diligent, systematic work, and that

All at work and always at it, and the coun try is redeemed.

I wish the school question would take the

place of the political one, and that the city of Greenville would inaugurate a system of schools for all her people, that would diffuse knowledge everywhere, and fit men to vote and fit office, and become useful and Valuable eniz-na.
The Air Line Railroad a series of cotton

woolen and other manufactures for miles along the Reedy, with the best rehinds and colleges, all free, would soon make as Atlanta of Greenville.

E. T. B.

For all that is desirable and Good and Obcap, in Bry Goods, Boots and Shoes, &c., try Foster & Hunter.

Arkansas Correspondence Enterprise. DES ARC, ARKASSAS, November, 1870. Mesers. Editors-In my last communication had arrived at Chattanooga, which is one of that is to be met with along the whole route; it is black, smokey and dirty, and about the last place, I think, in this world, that I would desire to live in. Here they are building a very handsome and commodious botel be called after its owner, the "Staunter House." We waited here for the starting of the train to Memphis, about three bours, which we spent in walking about over the place as far as we could. Lookout Mountain is about seven miles from the city, and bas of late become quite a resort, I am told, for the pleasure seekers during the summer months. There is said to be quite a magnificent hotel on its summit, where rest may be found for both man and beast. Near the city also is a national cemetery, which, from itr handsome appearance, as viewed from the train, seems to be well attended to, and is also strong evidence, and reminder of the fact that the "boys in gray" did ycomens service in this Western country. We leave Chatanooga at 8 o'clock in the evening, and have attached to our train another of these handsome Pulman sleeping coaches, where a man can "pay his money and take his choice;" and as we have to travel a night and a day the distance being about three hundred miles, be in no danger of being disturbed in his nap. Upon this road, we pass over some of what is said to be the finest of this western country, in the neighborhood of Huntsville, Ala. but at night we had no opportunity of ocular demonstration; some that we did see, however. on the succeeding day, had all the appearance of a very fine country. Along this line of road, also, is to be found names familiar to all in the late struggle; such as Grand Junction and others. And here, almost at the verplace where he surrendered up his life, a willing sacrifice upon the altar of his country, one can easily imagine that he beholds the bold and preerless Albert Sidney Johnson, as he moves with his devoted hand of patriots, to meet the serried columns of the enemy .-We arrived at Memphis at 4 or 5 o'clock, and repaired at once to the Commercial Hotelwhere, after we had taken a wash, to rid us of the dust of travel, in some of the distiest wa-

ter that you ever saw, we went to take a bird's eye view of the city. You know the reputation which the city of Memphis bears for lawlessness and violence, but from our short experience here, it presented so quiet and orderly an appearance, that we were somewhat surprised. It is a compactly built place, with some very pleasing attempts at One thing it lacks, is good water and waterworks Down near the river, we were shown a small tank, into which water was thrown from the river by a still smaller engine, and we were informed, that from this small tank, the city was supplied with all the water it used, except what was drawn from cisterns .-Here at Memphis, we witnessed the funeral obsequies in honor of our beloved and venerable General, Robert Edward Lee. The procession was one of the largest we ever beheld. occupying one hour in passing any given point, and was composed of all the dignitaries of the State and city, the various schools of the city and the different civil and military organizations, besides hosts of carriages and citizens on horseback. The ladies of the city were handsomely represented, and the most beautiful feature of the whole, was an entire school of young ladies, marching on foot, in the procession. After parading the principal streets, the procession be ook itself to the court square, where a suitable address was delivered.

In Memphis, we met your old fellow-citizen, Major Robert P. Duncan, who is as handsome and cenial as it is possible to be, and who had many inquiries to make in regard to his friends at home; for a South Carolinian, amigrate where he may, has no other home toan South Carolina.

Question—Cheap and fine Groceries. Can-they be bought to advantage? Answer—Try-Foster & Hunter's?

GREENVILLE, S. C., Nov. 16. Cotton-Sa'es of the week, 400 bales. W quote at 131@14.

COLUMBIA, S. C., Nov. 15. Sales of cotton yesterday 61 bales-mid dlings 144c NEW YORK, Nov. 13. Cotton quiet-sales 3,500 bales; oplan is

164. Gold 112@114. BALTIMONE, Nov. 14. Cotton quiet but firm-middling 154; ales 500 bales; receipts 100; stock 5.550. AUGUSTA Nov. 14 Cotten firm-middings 142; sales 1,140 bales; receipts 1 217.

CHARLESTON, Nov. 14. Cotton quiet-middling 151; sales 800 pales; recepts 2,400; exports to Great Britain 2,204; constwise 1,720; stock 26,

iel majority in the several Cong 1st District-Joseph H. Rainey-8,593. 2d District-R. C. DeLarge-986. 3d District—R. B. Elliott—6,567. 4th District—A. S. Wallace—4,328.

Notice. Over Shoes for Ladies' and Gen-emen. Hand-made Wajer-proof Boots, &c FOSTER & HUNTER.

ENTERPRISE

PRICES CURRENT CORRECTED WEEKLY, BY MESSRS, DAVID & STRADLEY, MERCHANTS.

GREENVILLE, S. C., NOV. 15, 1870. BACON—Sides, 34 lb, 25

Hams, 25

Shoulders, 38 lb, 20 

INDIGO, Spanish Float. \$1 10c.

"South Carolina, \$1 75@2 00

IRON, \$1 \$5, American, 74c.

Hardware and Crockery,

LATEST QUOTATIONS OF SOUTHERN SECURITIES. IN CHARLESTON, S. C.

Corrected Weekly by

.C.KAUFMAN

Banker and Broker, No. 25 Broad Street. NOVEMBER 14. 1870.

NOVEMBER 11. 1876.

State Securities—South Carolina, old

-@80; do new, -@68; do, regfst'd stock,

-@68.

-@68.

City Securities—Augusta, Ga. Bonds, —
@ 78; Charleston, S. C. Stock, — @ 50; Charleston, S. C., Fire Loan Bonds, — @66; Columbia, S. C. Bonds, — @ 66.

Railroad Bonds—Blue Ridge, (first mortgage)—@60; Charleston and Savannah, —@ 60; Charlotte Columbia and Augusta,—@85; Cheraw and Darlington,—@82; Greenville and Columbia, (1st mort) —@85; do. (State and Columbia, (1st mort) — @85; do. (State guarantee) — @ 65; Northeastern, past due, with int.,—@87; Northeastern, new,—@72; Savannah and Charleston, (1st mort) — @78; do. (State guarantee) — @89; South Carolina, ex-coupon,—@73; do. —@69; Spartanburg and Union,—@55.

Railroad Stocks—Charlotte, Columbia and Augusta—@40; Granvilla—ed. Columbia and Augusta—@40; Granvilla—ed. Columbia

Bank of Georgetown 86
Bank of South Carolina 106 Planters' and Mechanics' Bank of . People's Bank of Charleston. Union Bank of Charleston State Bank of Charleston..... Farmers' and Exchange Bank of Charleston ...... Exchange Bank of Colum-ia...... ommercial Bank of Columbia...... Planters' Bank of Fairfield ... State of South Carolina Bills Re-

Bills marked thus [\*] are being redeemed

WHILE some kind of agitation is indispersable to the health and vigor of mind, the species of commotion accasioned by events, or external causes, appears less isvonable than that which is produced by its spontan cous effects or reflections. This is fully borne out by the extraordinary cures effect outhern tonic the 'OLD CAROLINA BITTERS"

Safe ! sure ! reliable ! is Wineman's Worm

IMPORTANT TO BUILDERS .- Doors, sashes blinds, moddings, and all the materials neces-sary to finish a house in proper style can be obtained at the lowest market rates direct from the manufacturer, P. P. Toole, Charleston, S. C., whe has the largest and most complete manufactory of such articles in the Southern States. See his advertisement in another col-

"SUMTER BITTERS invigorates the Di restive Organs and puts them to work, the ppelite bee mes good, fond nige-ts, makes good blood, the patient gains in health and strength, aleps well, and blesses that which

A Body and Mind Disease.

Such is dyspepsia. The stomach and the brain are too intimately allied for the one to suffer without the other, so that dyspepsia and despondency are inseparable. It may be added, too, that irritation of the stomach is almost invariably accompanied by irritation

of the temper.

The invigorating and tranquilizing operation of HOSTETTER'S BITTERS is most powerfully developed in cases of indigestion. The first effect of this agreeable tonic is comforting and encouraging. A mild glow per-vades the system, the chronic measiness in the region of the stomach is lessened, and the nervous restlessness which characterizes the disease is abated. This improvement is not fransient... It is not succeeded by the re-turn of the old symptoms with superadded force, as is always the case when unmedicated Cotton firmer—uplands 9½; Orleans 9½; Sales 12,000 bales.

Question—Where can good Ingrain Carpets be bought? Answer—At the Store of Foster & Hunter's.

Question—Where did you get that bandsome Shawl? Answer—I bought my Shawl at Foster & Hunter's.

Question—Who has a good Stock of Flannels? Answer—Why, have you not seen Foster & Hunter's.

Question—Who has a good and full Stock of Notions and Fancy Goods? Answer—Why, Foster & Hunter's.

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Question—Have you seen the elegant Stock of Dress Goods at Foster & Hunter's? FOR SALE

FINE SHOW CASES 2 FINE SHOW CASES ONE FINE SHOW STAND. JULIUS C SMITH

Lost.

O'N Tuceday, 15th instant, somewhere on, or near Main or Buncombe Streets, a large GOLD RING, on which was engraved the letters "P. M.;" it also had some small marks. The finder will be properly rewarded

Millinery Goods. THE balance of the Stock of Mrs. WIN-ALTER CONTRACTOR INTO

ON THURSDAY, 177H.

JULIUS C. SMITH. Strayed or Stolen,

FROM the residence of William Scott, a Bay Mare MULE Colt, about 2 years old; has a wart on its left bind leg on the point of its thigh bone, or near the flank, which was raw and bleeding a little when it left. Any information will be thankfully and liberally rewarded at my place, 21 miles from Greenville C. II., on the Augusta Road. Line Creek Post Office, Greenville County.

WILLIAM SCOTT.

Nov 16 26

COST. It consists of Boots, Shoes, Dry Goods,

Besides many other Articles of general character. These Goods will be sold without re-serve, and those wishing good bargains, should call and examine them

J. J. ROACH. Buncombe Street Store.

Notice

IS hereby given to all whom it may concern that I will apply to S. J. Douthit, Probate Judge of Greenville County, on the 15th day of December next, for a final discharge as Administrator of the Estate of IRVINE GREEN, deceased.

ALDRIDGE GREEN, Adm'r.

November 14th, 1870.

26-6

The State of South Carolina. GREENVILLE COUNTY. Court of Common Pleas,

ALEXANDER McBer and V. A. McBer, Exec-utors, et. G. W. Brooks, G. W. Gisson and A. S. Schuggs, Defendants. Summons for Money Demand-Complaint not

Served on G. W. Brooks To G. W. Brooks, one of the Defendants in this Action. Y OU are hereby sommoned and required to answer the Complaint in this Action, which, together with the Summons, has been filed, this 4th November, 1870, in the Office of the Clerk of the Court of Common Pleas for

the Clerk of the Court of Common Pleas for Greenville County, and to serve a copy of your answer on the subscribers at their office, at Greenville, S. C., within teenty days after the service of this Summons upon you, exclusive of the day of service.

Should you fail to answer this complaint within the time aforesaid, the Plaintiffs will take Judgment against you for the sum of Five Hundred Dollars, with interest, at the rate of seven per centum per annum, from the rate of seven per centum per annum, from the

Dated November 4th, 1879.

W. A. McDANIEL, C. C. C. G. C. EASLEY & WELLS, Plaintiffs Attorneys.

State of South Carolina. GREENVILLE COUNTY.

In the Court of Common Pleas TIS ORDERED that an Extra Term of the Court of Con mon Pleas be held for The Court of Conmon Pleas be held for Greenville County, commensing on Therse day, December 1st, at which the Equity Docket and Appeal Docket, and Notices for N. w Trials, will be called, and the Cases thereon he disposed of. It is fitther ordered that the Cierk of the Court give notice of that the Cierk of the Court give notice of the same by four weekly notices in the

the same by four week, newspapers of the County.

JAS. L. ORR. September 23, 1870.

I certify that the above is a true copy of w. A. McDANIEL C C. C. P. G. C. Clerk's Office, November 9, 1870.